



CALIFORNIA STATE TRANSPORTATION AGENCY

California Transportation Infrastructure Priorities (CTIP) and State Smart Transportation Initiative (SSTI) Caltrans Assessment

Strategic Growth Council
March 3, 2014



California Transportation Infrastructure Priorities - Interim Report

- Transportation Vision
- Near-term Recommendations
- Ongoing Work / Next Steps



Transportation Vision

- efficient flow of people and goods on a well-maintained system that is operating at optimal performance.
- fast, clean, efficient, and convenient alternatives to vehicular travel, and provide cleaner vehicles on our roads
- State and local transportation investments must yield a single transportation system to meet our shared objectives



Transportation Vision

California's transportation system must deliver on three objectives simultaneously:

- Mobility
- Safety
- Sustainability



Transportation Vision

Five core concepts to improve the state's transportation system:

- Preservation
- Innovation
- Integration
- Funding
- Reform



Preservation

- The State transportation system is reaching or exceeding its original useful life.
- We need to invest in the management, preservation, and efficient operation of *existing assets*.



Innovation

- Innovative approaches to transportation and environmental challenges.
- Technology to improve the performance of our transportation system and to provide modes of travel that are faster and cleaner than traditional modes.



Integration

- Regions are integrating multi-modal transportation, housing, commercial development and open-space to meet growth and sustainability needs.
- Need to integrate regional strategies with state's strategies for interregional travel in California.
 - Freight policy and priorities
 - California Transportation Plan 2040
- High-speed rail will create seamless connections to local multi-modal systems.



Funding

- vision for transportation system and align resources to achieve the vision.
- additional, long-term, flexible, pay-as-you-go sources of funding dedicated to transportation improvements.
 - Excise tax revenue continues to decline
 - Cap and Trade revenues should be directed toward carbon-reducing transportation programs



2014-15 Budget

- **Cap and Trade Funds**
 - Rail Modernization – \$300 million
 - Sustainable Communities – \$100 million
 - Clean Vehicle Programs – \$200 million
- **Transportation Loan Repayment**
 - Local Streets and Roads – \$100 million
 - Highway Pavement and Maintenance – \$137 million
 - Traffic Management Systems – \$100 million
 - Active Transportation – \$9 million
 - Environmental Mitigation – \$5 million
- **Appropriate Bond Dollars**
 - \$793 million local transit,
 - \$160 million Amtrak intercity rail service
- **Reinvest Bond Savings:** Reinvest savings of \$113 million



Ongoing Work

- Voter threshold for local sales taxes
- Mileage-Based User Fee
- Pricing Assets
- Goods movement
- STIP Performance Measures



Reform

- Regional focus, decision-making, and funding requires new evaluation of State and Caltrans role.
- Caltrans' mission and vision must reflect the collective goals of mobility, safety *and sustainability*.
 - Build upon past efforts by making efficiency and sustainability a core principle of its operations
 - Implement recommendations from the external review that appropriately modernize the department's mission to match today's needs



SSTI - Caltrans Assessment

- Mission, vision, goals not aligned with current conditions or demands
- Skills and practices that do not match modern demands
- Managerial systems and practices inadequate to motivate, hold accountable, foster innovation
- Many strengths: dedication of leadership and staff to public service



SSTI Recommendations

1. New Mission, Vision, Goals
2. Match Investments to Policy Goals
3. Utilize new Agency
4. Align Resources to Goals
5. Reform guidance and operating procedures
6. Strengthen strategic partnerships
7. Focus on freight
8. Improve communication
9. Manage for performance
10. Foster innovation and evolution



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